

Committee Amendment Form November 16, 2009

CD/HR Committee

CDP-09-17

09-O-0130

BeltLine Master Plan: Subarea 7 (Northside/Peachtree/Piedmont)

1. Remove the proposed spur trail along Peachtree Creek from Colonial Homes apartments to Peachtree Park Drive from the maps on pages 12, 14, 2-11, 4-3, 4-11, 6-3.
2. On Page 6-5: Remove project M-3 (spur trail along Peachtree Creek) from the table.
3. On page 2-3: On conceptual building plan, add a note that current city regulations prohibit redevelopment within the floodplain similar to the text on page 2-6 and 4-10.
4. Remove the new street from Colonial Homes Drive to Biscayne Drive from the maps on pages 2-9, 2-11, 3-3 and similar maps.
5. Add a new street from Colonial Homes Circle to Biscayne Drive to the maps on pages 2-9, 2-11, 3-3 and similar maps. (This new street shall occur as part of a voluntary, private redevelopment if or when redevelopment ever occurs.)



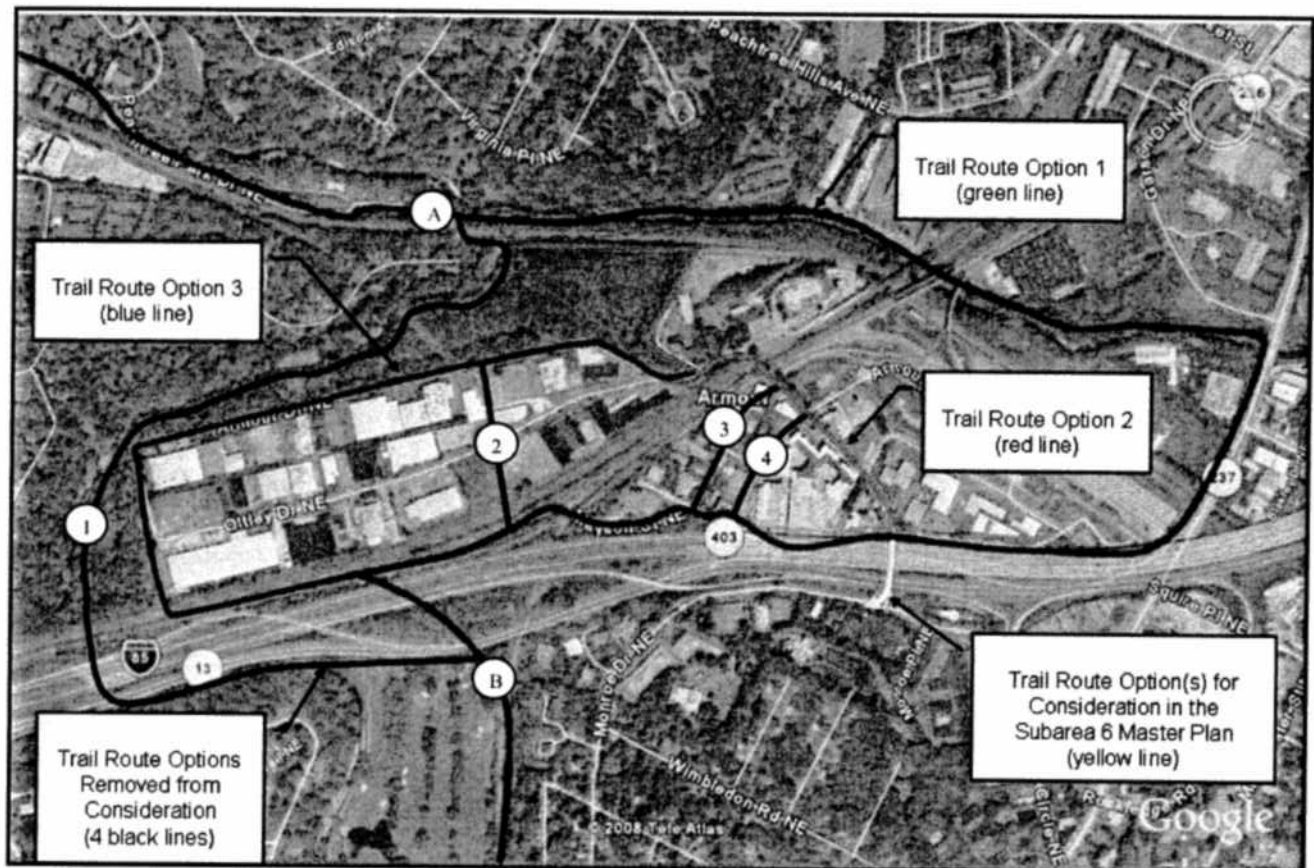
6. In Section 7: Revise text to include the following pages of revised and updated language.
7. Include the attached email dated August 19, 2009, 10:27am from Lee Morris to Heather Alhadeff in the community engagement appendix

Trail Alignment through the Armour-Ottley Industrial Area

Issue Overview and Summary of Community Input

Because the BeltLine corridor is still an active railroad, the trail runs along a separate alignment from the transit. One of the more challenging connections is getting from the confluence of Clear Creek and Peachtree Creeks and the Northeast Corridor (point “A” and “B,” respectively, on the figure below). Because the transit alignment has not yet been determined, and because the trail alignment may be impacted by which way the transit is routed, the master plan is recommending three potential alignment options for further consideration.

These three options were forwarded to the Environmental Impact Statement (EIS) project team along with all of the community input received during this process. Because, this study did not reach a final conclusion on the trail alignment, it was essential to both the BeltLine team and the community that their input be forwarded on to the EIS team. That input was forwarded and there have been numerous meetings between the BeltLine planners and the EIS team and the EIS team and the community, to ensure the information has been clearly transmitted and received.



These three are identified in trails section of the plan and are indicated on the figure below by the green, red, and blue lines. The figure also illustrates four route options that were considered, but ultimately removed as recommended route options.

The physical context for routing the trail is complicated by numerous constraints and barriers. The narrow rights-of-way, bridges, and tunnels that pose a challenge including:

- Armour Drive at Norfolk Southern
- Armour Drive at MARTA
- The eastern and western “Y” tunnels and bridges crossing I-85 and Buford Highway
- The CSX bridge over Clear Creek
- Mayson Street
- Piedmont Road

As well as the area’s barriers and physical constraints including:

- Interstate 85 and Buford Highway
- Active CSX rail corridor
- Active Norfolk-Southern rail corridor and yard
- Active MARTA heavy rail line and yard
- Peachtree and Clear Creeks and their floodplains and stream buffers
- The narrowness of the Peachtree Creek corridor
- The Clear Creek Nature Preserve owned by the Brookwood Hills Community Club

Community input on the alignment has been predominantly neighborhood based. Brookwood Hills has consistently supported Trail Route Option 1 (green line). By the end of the process, Brookwood Hills was solidly opposed to Options 2 (red line) 3 (blue line). In their opinion, both options would have too great an impact on the Clear Creek Nature Preserve (CCNP). In particular they were concerned about the trail running along the edge of Armour Drive and Clayton Road. A portion of the trail in this area could fit in the existing right-of-way, but the edge of the Conservation Area would be needed to accommodate the trail. They were also concerned about trail Options 2 and 3 because they would require use of the CCNP to get from Armour Drive to where Clear Creek passes under the CSX line.

Brookwood Hills representatives attended numerous meetings to reiterate their concerns about the use about the potential impacts on the CCNP. The master planning team conducted several meetings with members of Brookwood Hills neighborhood, including a field visit. Throughout the process, the following concerns were raised:

- Public access. Community representatives stated the conservation easement explicitly prohibits public access. To allow public access, the conservation easement would have to be changed, requiring the mutual agreement of the Department of Watershed Management and the Brookwood Hills Community Club.

- Tree impacts. Several large trees live along the edge of Armour Drive in the CCNP. Numerous additional trees were recently planted in the Armour Drive ROW. Many of those trees would be impacted by Option 3.
- Erosion. The CCNP drops off precipitously as one moves north from Armour Drive or west from Clayton Road. In some places, Option 3 would run close to the steep slope. The community was concerned about the possible erosional impacts of the trail, especially in places where existing erosion problems exist.
- Overall site impact. The conservation easement allows up to 10% of the CCNP to be used for recreational purposes such as “boat docks, pedestrian trails, outdoor classrooms, or recreational facilities.” Trail Route Option 3 would impact about 5% of the CCNP. This will infringe upon the Community Club’s ability to implement their recreational plans.
- Conservation Easement. Many aspects of trail construction, according to community representatives, violate the conservation easement. These include construction of impervious surfaces, removal of trees, and public access.
- Visual impact. During the winter when the trees are free of leaves, the residents of Camden and Huntington Roads have views of Clayton Road and Armour Drive from their backyards. In addition to the cars and trucks associated with the businesses there, residents would also see trail users.
- Trespassing. Some participants were concerned that trail users might stray from the trail into the privately-owned CCNP without permission.
- Litter and graffiti. Some participants were concerned that trail users might litter or graffiti the CCNP.

It is the strong preference of the Brookwood Hills neighborhood that Option 1, or another option identified during the Subarea 6 planning process, be selected for construction rather than Options 2 or 3.

Piedmont Heights primary concern was for a trail connection, whether mainline or spur, connecting their neighborhood to the BeltLine trail. In particular, they supported an alignment that used Armour Drive to traverse I-85 and Buford Highway.

Peachtree Hills supported the BeltLine trail and access point to their neighborhood as shown in the trails section of the plan above. Earlier versions of the plan also considered trail spurs at several additional locations into the neighborhood, which were opposed for various reasons, and removed from the plan. Opportunities for an informal neighborhood connection was left as an open issue for further discussion, but these would likely not be paved or part of the BeltLine trail system, if they were ever created.

Trail Alignment Options Removed from Consideration

Four options were removed from consideration during the master planning process. All four are illustrated in the figure above by a black line, and numbered 1 through 4. The following table outlines the background and reasons each of the alignment options was dropped from consideration.

| Removed Option # | Background | Reasons for Removal |
|-------------------------|---|--|
| 1 | <ul style="list-style-type: none">This was the route recommended by the Trust for Public Land Emerald Necklace Study (2004) and the BeltLine Redevelopment Plan (2005). | <ul style="list-style-type: none">There are significant technical hurdles to passing underneath I-85 and Buford Highway alongside Clear Creek. Upon closer inspection, the route appeared infeasible.The route had additional challenges of fitting between Buford Highway and the Ansley Golf Club.The route was opposed by the Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve. |
| 2 | <ul style="list-style-type: none">This was one of the routes considered by the Piedmont Heights Blueprint Study (2007). | <ul style="list-style-type: none">This route was primarily removed because, as the trail must cross the Norfolk-Southern rail yard above grade, there is not enough space for trail to come down to grade between the rail yard and Mayson Street.This route also would have required acquiring portions of several active industrial properties including accessory buildings and parking.This route was substantially complicated by high-tension power lines in the vicinity of the elevated trail crossing the Norfolk-Southern rail yard. |
| 3 and 4 | <ul style="list-style-type: none">Variations of these routes were considered by the Piedmont Heights Blueprint Study (2007). | <ul style="list-style-type: none">These are both potential routes for the BeltLine transit, which is given route preference over the trail. It would be difficult to accommodate both the transit and the trail along these alignments.Recommended Option 2 uses most of the same route and has the additional benefit of providing improved potential connectivity to Monroe Crescent and Piedmont Heights. |

Recommended Trail Route Options

Through the master planning process, the Planning Team was able to reduce the options to the three discussed in the trails section above. The advantages and disadvantages of each of the three options are listed in the table below.

| Recommended Option # | Advantages | Disadvantages |
|-----------------------------|---|---|
| 1 (green line) | <ul style="list-style-type: none"> • Avoids the Clear Creek Nature Preserve. • Avoids a challenging underpass below the CSX railroad. • Brings the mainline BeltLine trail to the redevelopment on Piedmont Road. • Creates a highly visible section of trail on Piedmont Road. • Brings the mainline BeltLine trail closest to the Lindbergh MARTA Station. • Creates the opportunity to serve Piedmont Heights and Monroe Crescent. • Connects directly to the planned Peachtree Creek Trail | <ul style="list-style-type: none"> • Is long and circuitous totaling 2.1 miles in length compared with a crow fly distance of 0.4 miles. • Utilizes Mayson Street. • Requires three bridges: two over Peachtree Creek and one over the CSX ROW. |
| 2 (red line) | <ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length, as compared with a crow fly distance of 0.4 miles. • Creates the opportunity for a spur trail to serve Piedmont Heights and Monroe Crescent. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station | <ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires widening the underpasses beneath MARTA and Norfolk-Southern railroad line at Armour Drive. It is assumed that this underpass would only be widened if transit used the underpass. • Utilizes Mayson Street. • Passes through the Clear Creek Nature Preserve. |
| 3 (blue line) | <ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length as compared with a crow fly distance of 0.4 miles. A variation on this alignment could shorten the route to 1.2 miles. • Avoids Mayson Street. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station | <ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires extensive and technically difficult structure to ramp up and over the Norfolk-Southern railroad. • This route would impact approximately 5% of the CCNP. • This route relies on BeltLine spur trails to serve Piedmont Road and Lindbergh MARTA Station. |

Other Options

The BeltLine Master Plan for Subarea 6 will explore additional trail options that avoid the Norfolk-Southern "Y" crossing Buford Highway and the interstate. Illustrated on the figure above by the yellow line, the trail could run under I-85 and Buford Highway along Armour Drive, make its way through the Monroe Crescent and Peachtree Hills

neighborhood, and reconnect with the Northeast Corridor to the west. Additional options identified will be forwarded to the EIS study team for evaluation and consideration.

Street Connectivity near Biscayne Drive

As discussed throughout the report, improving the street grid and street framework is an essential ingredient for a successful BeltLine. Some of the residents of Biscayne Drive were concerned about the recommended street connection between Colonial Homes Drive and Biscayne Drive, behind the current Wachovia/Wells Fargo bank. Their concerns included:

- Noise from the street.
- Loss of a wooded buffer (currently an overgrown stormwater pond).
- Safety concerns at the intersection of the new street and Biscayne.

The potential street connection is complicated by the presence of an approximately 10 foot high retaining wall on the western edge of the proposed street.

The street connection is not included in the new street map, but if the bank property on the corner of Biscayne and Peachtree Road ever redevelops, it will be important to work closely with the neighbors on the final design of any publicly-accessible connection, to respond to the issues identified above. This collaboration would occur during the rezoning and BeltLine SAP review processes and would likely result in appropriate conditions.

Peachtree Creek Task Force Land Use Recommendations: Discussion of Community Concerns

Some members of the community asked that the land use recommendations from the Peachtree Corridor Task Force (PCTF) be incorporated into the BeltLine Master Plan. In the Brookwood area, generally, the Task Force called for a mix of mid- and high-rise buildings, with the general aim of reducing buildings heights where possible.

The BeltLine Subarea 7 Master Plan effort studied and seriously considered the recommendations from the PCTF. The BeltLine Master Plan is largely consistent with the PCTF recommendations. The area where the two studies are not the same is on the east side of Peachtree Road from near Peachtree Park Drive south to



Brookwood Valley Circle, comprising five parcels totaling about 6.5 acres (see graphic below).

The BeltLine Master Plan's recommendations are different from the PCTF for two principal reasons:

1. The entire study area is currently zoned C-3/High-density Commercial. The BeltLine master plan responds with a recommendation that improves the use mix, but is density neutral. The BeltLine Master Plan pragmatically and consistently reflects the underlying zoning entitlement in this area with a consistent land use recommendation.
2. While there may be a time and place for downzoning on the Peachtree Corridor similar to the task force recommendations, we do not recommend it at this time for the future intersection of two major light rail transit investments – the BeltLine and the Peachtree Streetcar. Also, that process is outside the BeltLine team's control since the property is privately owned.

Additionally, the area in question is well-buffered from single-family residential by other development. None of the parcels are adjacent to single-family and there are large multi-family or office buildings between the single-family residential areas and the parcels in question.

In later conversations, the community has indicated a desire to prepare a Brookwood-area master plan (possibly a Blueprint study) and create an SPI (special public interest) zoning district for the corridor. Atlanta BeltLine, Inc is supportive of an effort to improve the zoning in this area and would gladly participate in any subsequent planning and zoning efforts.

From: Lee Morris [mailto:elmorris@sw-sn.com]
Sent: Wednesday, August 19, 2009 10:27 AM
To: Alhadeff, Heather
Cc: RODCOOKCO@aol.com; alexsummers@comcast.net; jgardner@gstj.com; Shook, Howard; Muller, Clair
Subject: Draft of corrections to Sub Area 7 Master Plan

Heather-

As we discussed, below is Brookwood Hills' attempt to set forth language for the Sub Area 7 Master Plan, to accurately articulate the neighborhood's concerns about trail options. Rod Cook, who has been very involved on behalf of the neighborhood from the beginning, is the principal author.

BWH appreciates the willingness of the ABI and City to incorporate the concerns of the neighborhood into the Plan. We do not feel the most recent draft describes those concerns very well. We hope that something like the language below can be incorporated.

Please note that this info only addresses BWH's issues on the trail option. We are not speaking for any other group and have not tried to comment on any other neighborhood's reactions to other issues.

Let me know what your thoughts are on moving forward from here.

Glad you are there. We appreciate all you do for the City. Thanks.

Lee

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Note corrections needed throughout the Sub-Area 7 Master Plan:

1. **The Clear Creek Nature Preserve (CCNP)** is incorrectly described as the Clear Creek Conservation Area or the CCRA throughout the Sub-Area 7 Master Plan.
2. **The Brookwood Hills Community Club (Brookwood Hills)** is incorrectly described as the Brookwood Hills Civic Association throughout the Sub-Area 7 Master Plan.

The correct description should read as follows:

The Clear Creek Nature Preserve (CCNP) owned by The Brookwood Hills Community Club.

Changes to the Sub-Area 7 Master Plan requested by the Brookwood Hills Community Club:

The current the Sub-Area 7 Master Plan incorrectly states the concerns consistently expressed by representatives of The Brookwood Hills Community Club (Brookwood Hills)

The following are the concerns consistently communicated by representatives of The Brookwood Hills Community Club (Brookwood Hills).

- o **Overall site impact.** The Brookwood Hills Community Club entered into the Conservation Easement with the City to protect the Clear Creek Nature Preserve in perpetuity. The purpose of the Conservation Easement covering the Clear Creek Nature Preserve (CCNP) is to assure that the property will be retained forever in its natural and/or restored condition and to prevent any use of the property that will impair or interfere with the Conservation values of the property. While it is true that the conservation easement allows up to 10% of the area covered by the easement to be used for passive recreational purposes, the easement agreement expressly prohibits hardscape development such as buildings, structures, fences or other improvements of any kind. Trail Route Option #2 would require construction of retaining walls, bridge abutments, the installation of a bridge and a 12ft. concrete trail through protected wetlands. Trail Route Option #3 would require multiple retaining walls, guardrails, and the construction of a 12ft. wide concrete trail almost the entire length of the CCNP along Armour Drive.
- o **Tree Impacts.** The pruning, cutting down, and other destruction or removal of trees or other vegetation is expressly prohibited by the terms of the Conservation Easement. Trail Route Option #3 would result in the removal of dozens of mature trees within the Clear Creek Nature Preserve (CCNP) in addition to the 45 recompense trees recently planted by the City along Armour Drive. Trail Route Option #2 would result in the destruction and/or removal of hundreds of mature trees in the Clear Creek Nature Preserve (CCNP).
- o **Visual Impact.** Trail Route Option #3 would also require the construction of a 400-500 ft. concrete ramp along Clayton Road, on the property owned by The Brookwood Hills Community Club, to elevate the proposed trail to a height of approximately 25ft. in order to cross the railroad right-of-way.
- o **Erosion.** The Clear Creek Nature Preserve (CCNP) drops off precipitously as one moves north from Armour Drive and west from Clayton Road. Any structural development in these areas will severely exacerbate the existing erosion problems.
- o **Trespassing and Illegal Dumping.** The Clear Creek Nature Preserve (CCNP) is private property owned by The Brookwood Hills Community Club. The Conservation Easement agreement conveys no right of public access by the general public to any portion of the Clear Creek Nature Preserve (CCNP). The construction of Trail Route Option #3 would invite an increase in illegal dumping over the slopes along Armour Drive and Clayton Road.

Changes to the Chart titled: *Trail Alignment Options Removed from Consideration*

Bullet Point #3 under Removed Option #1 should read as follows:

The Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve (CCNP), opposes the route.

Changes to the Chart titled: *Recommended Trail Route Options*

Bullet Point #1 under Recommended Option #2 should read as follows:

The Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve (CCNP), which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve.

Bullet Point #4 under Recommended Option #2 (red line) should read as follows:

Passes through the Clear Creek Nature Preserve forest and wetlands.

Bullet Point #1 under Recommended Option #3 (blue line) should read as follows:

The Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve (CCNP), which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve.

Bullet Point #3 under Recommended Option #3 (blue line) should read as follows:

This route would involve construction in the Clear Creek Nature Preserve, which is expressly prohibited by the Conservation Easement.

Committee Amendment Form

March 10, 2009

CD/HR Committee

CDP-09-17

09-O-0130

BeltLine Subarea 7 Master Plan

1. Remove the proposed spur trail along Peachtree Creek from Colonial Homes apartments to Peachtree Park Drive from the maps on pages 12, 14, 2-11, 4-3, 4-11, and 6-3.
2. On page 6-5: Remove project M-3 (spur trail along Peachtree Creek) from the table.
3. On page 2-3: Add a note to the conceptual plan that states "current city ordinances prohibit redevelopment within the floodplain." Note reiterates text in the master plan document.

AN ORDINANCE**BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE****AN ORDINANCE TO AMEND THE 2008 CITY OF ATLANTA STRATEGIC ACTION PLAN BY ADOPTING "ATLANTA BELTLINE MASTER PLAN SUB-AREA 7: NORTHSIDE/PEACHTREE/PIEDMONT"; AND FOR OTHER PURPOSES.**

WHEREAS, pursuant to 07-O-1946, the 2008 City of Atlanta Strategic Action Plan, adopted by the City Council on April 21, 2008 and approved by the Mayor on April 28, 2008, became the official comprehensive development plan of the City of Atlanta for the physical, social, and economic growth of the City as well as promote the public health, safety and general welfare of the City's residents; and

WHEREAS, the BeltLine is one of the most comprehensive economic development efforts ever undertaken in the City of Atlanta and will combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core; and

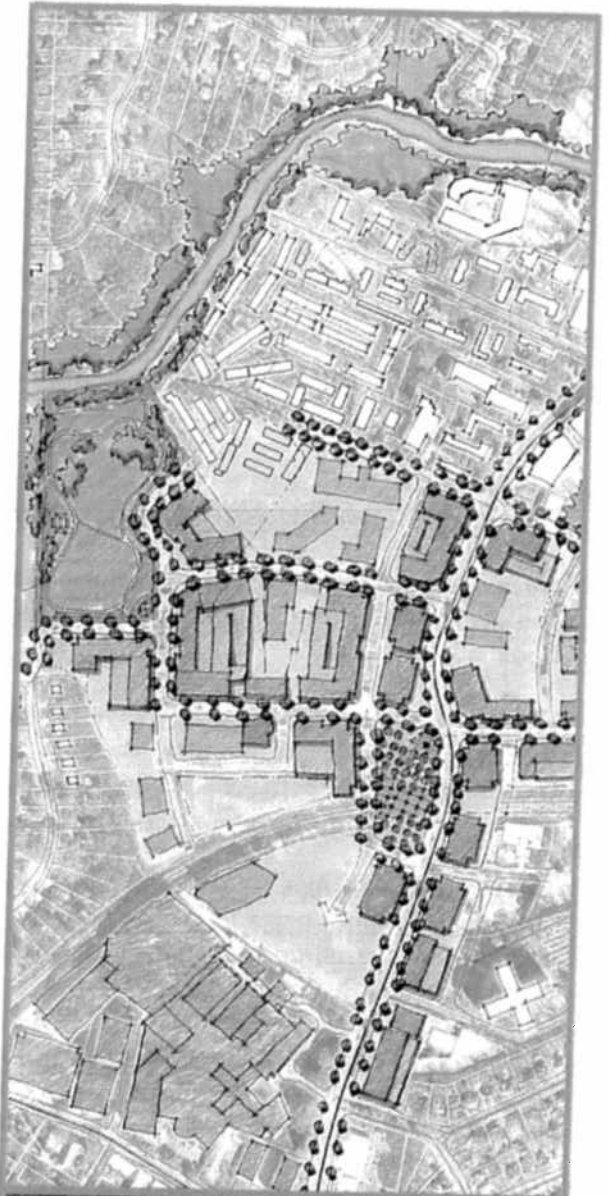
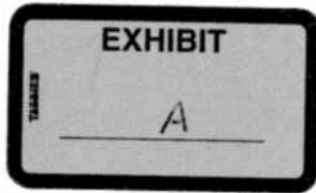
WHEREAS, the BeltLine Master Plan consists of ten separate sub-areas; and

WHEREAS, Sub-area 7 of the BeltLine Master Plan, known as "Northside/Peachtree/Piedmont", is wholly or partially located in NPU B,C,E,F and council districts 2, 6, 7 and 8; and

WHEREAS, the Master Plan for Sub-area 7 has been completed and represents a collaborative effort between Atlanta BeltLine Inc., consultants, the Bureau of Planning, NPU's, and neighborhoods.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS:

Section 1. That the 2008 Atlanta Strategic Action Plan is hereby amended to include the document, attached hereto and incorporated herein by reference as exhibit "A", entitled "Atlanta BeltLine Master Plan Sub-area 7: Northside/Peachtree/Piedmont".



PLAN RECOMMENDATION

1.0 Executive Summary

1.0 Executive Summary

1.1 The Study Area

The BeltLine Study Area for Subarea 7 extends from Northside Drive on the west, Piedmont Road on the east, I-85 and I-75 on the south and the Lindbergh Drive/ Lindbergh Station Area to the north. The Tax Allocation District (TAD) is the focus of this study, covering a smaller area that specifically includes key corridors, parks and open spaces, the BeltLine transit and trail corridors and potential redevelopment areas.

Organization of this Report

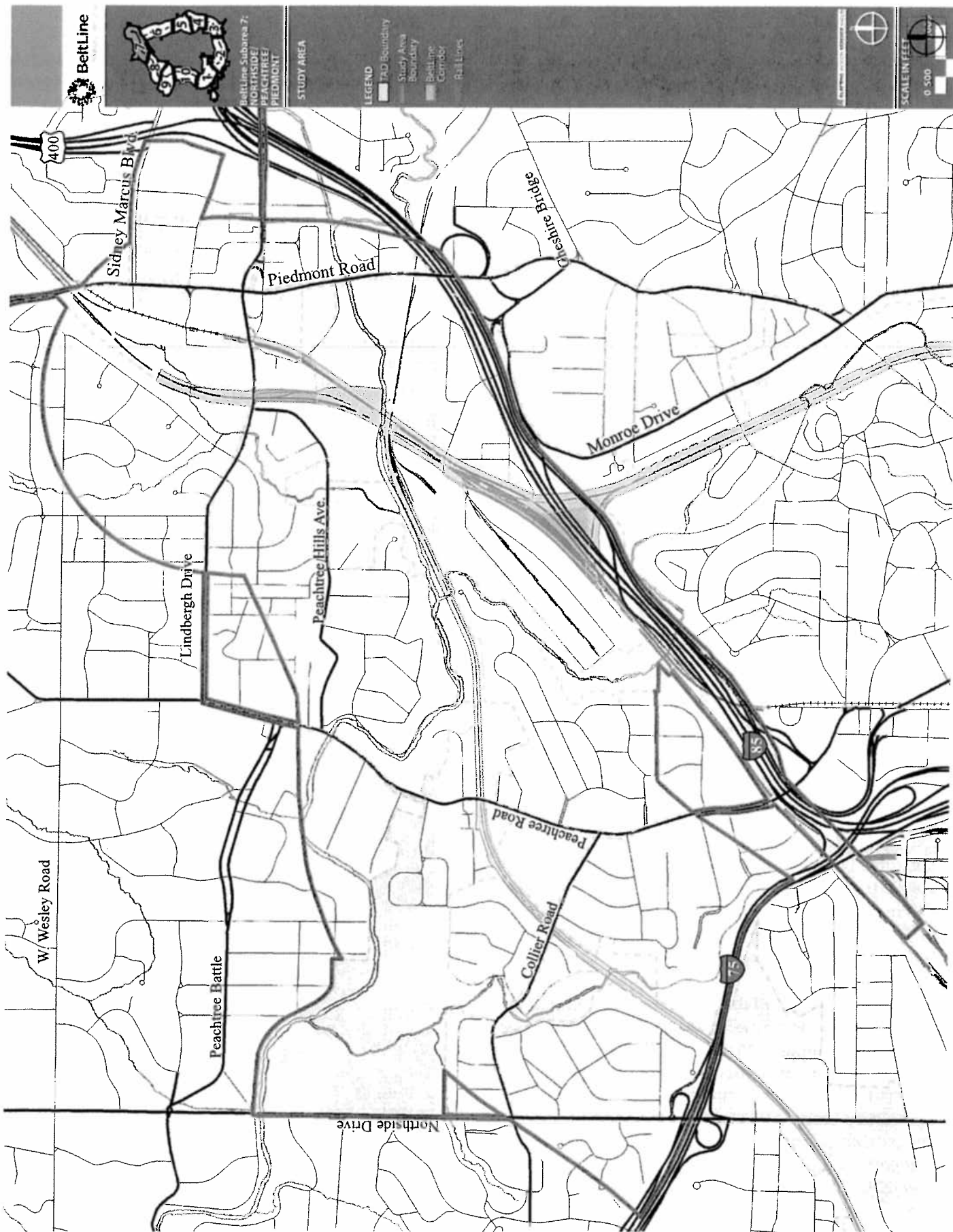
This report is organized into the following sections:

1.0 Executive Summary – Highlights the public process and key issues and recommendations of the Master Plan.

2.0 Land Use & Circulation – Details the recommendations covering land use and development in the station areas, the BeltLine Trail and Transit alignment alternatives, and Street Framework/circulation.

3.0 The Cultural Arts – Articulates the public and cultural arts opportunities, identifying specific projects and locations based on the Land Use and Circulation recommendations.

4.0 Projects – Identifies and categorizes the various projects identified in the Master Plan, providing estimated costs and responsibilities for key public projects.



1.2 Public Process Summary

Community input played an integral role in the development of the BeltLine Master Plan for Subarea 7 (Northside-Peachtree-Piedmont Subarea). The Master Plan was developed with input from the Northside BeltLine Study Group, a Planning Committee established exclusively to review and guide Subarea 7 planning activities, as well as small group meetings and interviews. Additionally, information regarding the planning effort was periodically presented at citywide forums including BeltLine Quarterly Briefings and the BeltLine.org website.

The BeltLine is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine Study Group meetings are public meetings and are open to all members of the community. To ensure Neighborhood Planning Unit (NPU) participation in the activities of the BeltLine Study Groups, each NPU was asked to designate a liaison and an alternate liaison to the BeltLine Study Group(s) in its area.

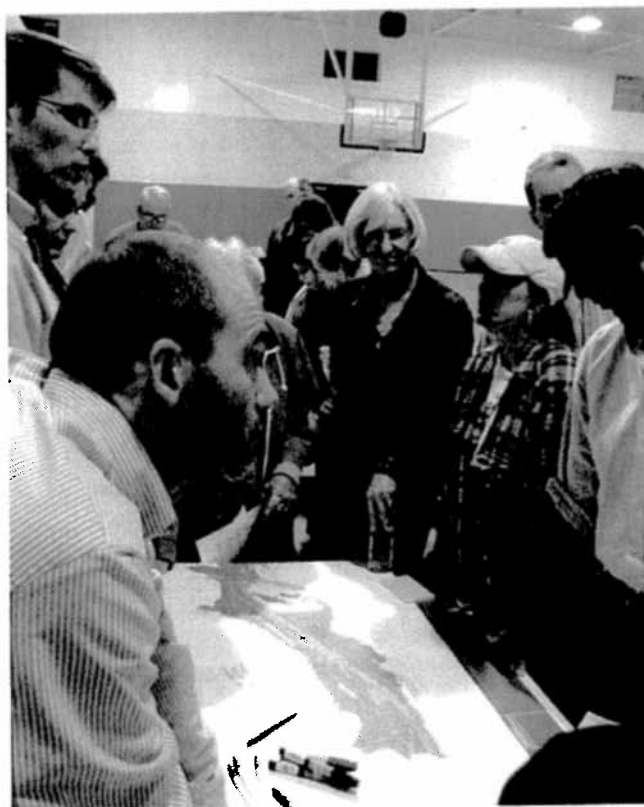
To augment the Study Groups, a Planning Committee was created. Originally called the Steering Committee, the Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. Membership included participants from the BeltLine Study Groups, but was augmented to draw from multiple stakeholder groups required to inform the planning and design process. The Subarea 7 Planning Committee included neighborhood residents, arts community representatives, development community interests and other key stakeholders. A list of Planning Committee members is included at the beginning of this document.

Consultants supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council on July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine, Inc., attended both Study Group and Planning Committee meetings and led discussions of land use and circulation, mobility and park master planning. There were three Planning Committee meetings and five Study Group meetings held over the course of the Northside-Peachtree-

Piedmont Subarea Planning Process. The agendas, meeting summaries, and presentation material for each of these meetings are included within the Appendix. The following list includes the meeting date and topic of all Northside Study Group and Planning Committee meetings held during the planning process.

Planning Committee & Study Group Meetings:

- a.) July 10, 2007: Planning Committee Meeting, Kickoff Meeting
- b.) August 28, 2007: Study Group Meeting, Existing Conditions
- c.) September 25, 2007: Study Group Meeting, Development of Goals and Objectives
- d.) September 27, 2007: Planning Committee Meeting, Review Concept Planning for the Subarea
- e.) October 30, 2007: Study Group Meeting, Review Draft Subarea Master Plan
- f.) November 27, 2007: Planning Committee Meeting, Review Draft Final Subarea Master Plan
- g.) September 8, 2008: Study Group Meeting, Final Draft Plan Review I
- h.) October 6, 2008: Study Group Meeting, Final Draft Plan Review II



Gathering public feedback

1.3 Community Benefits Principles

In early 2007, the Northside BeltLine Study Group developed a series of "Community Benefits Principles" that served to articulate the desired vision for the BeltLine in this area. These principles guided the Master Planning Process.

- **Preservation of Greenspace**

- Create New Greenspace and Maximize New Greenspace Opportunities
- Linkage of Greenspaces
- Preservation of Historic Assets
- Preservation of Existing Neighborhood Communities
- Minimize Impact on Single-Family Homes
- Development Consistent with Scale and Architecture of Surrounding Neighborhoods and Zoning
- Provide Transitional Zoning and Density to Existing Single-Family Residential Neighborhoods
- Minimize Impact of **Trails** on Established Neighborhoods
- Location of Trail Access Points to Minimize On-Street Parking
- Well Thought-Out Parks and Greenspace Along the BeltLine
- Right-Of-Way Wide Enough to Accommodate Large Shade Trees Along BeltLine
- Improve **Environmental Quality**
- Take Care to Protect Sensitive Environmental Areas
- Offer Significant Stormwater Management That Mitigates Flooding

- **Public Safety**

- Safe, Integrated & Convenient Pedestrian Access
- Safe, Integrated & Convenient Recreation – More Bikes, Fewer Cars
- Comprehensive **Traffic Planning** That Is Integrated With Existing or Future Transit
- Well-Connected Street Grid
- Implement Traffic Calming Measures and Streetscape Improvements on Existing Residential Streets That Currently Provide Mobility for Cut-Through Traffic
- Initiate "No Commercial Traffic" Legislation and Enforcement on Residential Streets
- BeltLine Easy to Navigate
- Creation of **Opportunities** for Innovative Public Art
- Opportunities for Convenient Retailing
- Internships and Apprenticeships to Train Resident for BeltLine Jobs
- Mixed-Use Development Nodes at Stations That Includes Affordable Housing
- Have Incentives to Encourage Community Involvement
- Physical Completion and Continuity of **BeltLine Project**
- Long-Term Maintenance & Expansion of Project
- Emphasis on Design Quality
- Encourage and Implement Quality Development that is unique and complementary to existing/ surrounding development
- Inclusive and on-going process
- Green Design with regard to recycling, carbon usage, ground cover and water quality

1.4 Major Themes & Recommendations

The Subarea 7 master planning process focused on the following major themes:

Traffic & Mobility

Many participants were concerned about existing and future traffic congestion and its impact on the surrounding neighborhoods. This plan looked at a wide range of solutions and mitigating improvements to manage existing and future traffic. Traffic issues in growing urban areas are not “solved” but “managed” through a wide range of strategies that include transit access, bicycle facilities, increased walkability, better connectivity, and traffic calming.

Key Recommendations:

- Prime among these strategies will be the implementation of BeltLine transit. While technical and financial hurdles exist, transit will be built in this corridor. BeltLine transit will provide a valuable link between the major employment and residential center of the Piedmont Hospital/Peachtree Road area and MARTA, via the Lindbergh Station, making this area one of the most transit accessible places in the region. Several transit alignment options are proposed in the Armour-Ottley Industrial area to potentially maximize transit accessibility. These options will be evaluated further as part of the transit EIS process currently underway.
- The new street connections planned as part of the Street Framework will serve to improve local accessibility, distribute traffic more efficiently and create more walkable urban form. Many of these streets will be built as redevelopment occurs by private development. Several key connections such as the realignment of Spalding Drive and the Bennett Street connection across the CSX rail line may get implemented through public/private partnerships.
- Neighborhood traffic calming is proposed in the neighborhoods along Collier Road, recognizing that the long-term livability of these neighborhoods is dependent on managing the behavior and speed of traffic that travels on their streets.
- The proposed sidewalk and streetscape improvements to surrounding streets will serve to increase walkability and encourage transit ridership by making it easy and comfortable to walk to transit.

BeltLine Trail

The BeltLine Trail is a key component of the BeltLine vision. Because, in this area, the BeltLine Trail will not be located within the same right-of-way as the transit, the alignment for the trail was frequently a topic of conversation among the adjacent neighborhoods and property owners. Balancing optimal trail routing, trail aesthetics, and route directness, with the impact to natural areas, open spaces and residential neighborhoods was the key challenge in determining the trail's alignment.

Key Recommendations:

- The Atlanta Memorial Trail segment is a one-mile long section of BeltLine Trail from Ardmore Park, through Tanyard Creek Park, north to Bobby Jones Golf Course, ending at Dellwood Drive. The alignment and design of this section has been determined through a separate public involvement and design process and is currently under construction.
- Several trail alignments for the Armour-Ottley industrial area have been identified that are under further, more detailed, design evaluation as part of the transit EIS process currently underway. This area involves some of the most complicated set of physical constraints along the entire BeltLine corridor including; Peachtree Creek and Cross Creek, CSX, Norfolk Southern, and MARTA rail lines, and Interstate 85. These issues along with the alignment of BeltLine Transit, will require additional and on-going evaluation and neighborhood consultation.
- A number of “spur” trail connections have been identified that will connect adjacent neighborhoods and public parks to the BeltLine Trail. These connections will occur over time as redevelopment occurs and as funding is available. Their identification now maintains the ability to protect their alignment and future implementation.

Public & Cultural Arts

This subarea includes numerous collections of galleries and art institutions including the new home of MOCA GA, the Bennett Street galleries, and ADAC and surrounding galleries. This concentration of arts activity and resources creates a unique opportunity for collaboration and focus on arts and culture for this area of the BeltLine.

Key Recommendations:

- The proposed Peachtree Transit Plaza capitalizes on the prominent intersection of BeltLine and Peachtree Road by creating an active and public space that will serve as a venue for permanent and temporary public art installations, as well as, arts festivals and events. This highly visible location on Peachtree Road can become a signature Atlanta public space, an icon for BeltLine, and a valuable address for surrounding redevelopment.
- The plan also recommends the establishment of arts districts in key areas in order to maintain support on-going arts activities and galleries. In addition, the plan identifies the wide range of public art opportunities that will be available in the design and implementation of the BeltLine trail, transit, and open space projects. These opportunities should be tied to the area's unique history, natural environment, and local artists.

Natural Resources and Open Space

This subarea includes the majority of creeks and streams found along the BeltLine. Clear Creek, Peachtree Creek, and Tanyard Creek and their associated floodplains and wetlands are defining features of the area's character, central to the community, and are unique in the greenway and trail opportunities they afford. Providing a balance between restoration, protection, and public access was a central theme throughout the planning process.

Key Recommendation:

- The BeltLine trail will serve to provide public access and connectivity along these valuable natural resources. In addition, the plan proposes the protection and development of several new public open spaces along Peachtree Creek, taking advantage of floodplain areas that are restricted from future development. These open spaces can be implemented as redevelopment occurs, relocating new development out of the floodplain

and establishing passive green spaces in their place. The design of these spaces can serve to reestablish natural vegetation, manage flooding and stormwater, and create sensitive public use and access.

Transit Oriented Development

Encouraging transit oriented development in the BeltLine Station areas is a central part of the BeltLine vision. This new development should be walkable to the station, provide both housing and employment, and be appropriately intense to take full advantage of, and support the transit investment. The plan also recognizes the need to protect the surrounding neighborhoods from encroaching development and inappropriate scale and land use relationships.

Key Recommendations:

- The Peachtree Station area already has transit oriented land use and zoning intensity given its access to Peachtree Road and adjacency to Piedmont Hospital. The plan only proposes selected land use changes designed to protect open space opportunities and concentrate development closer to the transit station. The Street Framework recommendations and design standards will serve to shape this future redevelopment into more walkable urban form to maximize access to the station.
- The Armour Drive Station area is constrained by limited access and surrounding industrial development. Only limited development is proposed immediate adjacent to the station, and the City's industrial policy is specifically recommending protecting the surrounding industrial uses.
- The proposed transit alignment alternatives for the Armour-Ottley Industrial area are specifically designed with station area development opportunities in mind and could serve to catalyze transit oriented development along Piedmont Road. Several land use changes are proposed along Piedmont Road to allow mixed-use development along this corridor.

Part II: Legislative White Paper: (This portion of the Legislative Request Form will be shared with City Council members and staff)

A. To be completed by Legislative Counsel:

Committee of Purview: CD/HR

Caption:

AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE 2008 CITY OF ATLANTA STRATEGIC ACTION PLAN BY ADOPTING "ATLANTA BELTLINE MASTER PLAN SUB-AREA 7: NORTHSIDE/PEACHTREE/PIEDMONT"; AND FOR OTHER PURPOSES.

Council Meeting Date: 3/16/09

Requesting Dept.: DPCD

FAC Confirmed by: N/A

B. To be completed by the department:

1. Please provide a summary of the purpose of this legislation (Justification Statement).

Example: The purpose of this legislation is to anticipate funds from a local assistance grant to purchase child safety seats.

The purpose of this legislation is to adopt the Beltline Subarea 7 Masterplan, Northside-Peachtree-Piedmont(see attachment A.)

2. Please provide background information regarding this legislation.

Example: The task force of homelessness conducted a study regarding homelessness, its impact and consequences on the City. This resolution reflects the Mayor's desire to open a twenty-four hour center that will respond to the needs of the homelessness in Atlanta.

The Beltline Project is a 22 mile loop of land around the City of Atlanta. The project area was divided into 10 subareas for planning and development purposes.

3. If Applicable/Known:

- (a) Contract Type (e.g. Professional Services, Construction Agreement, etc): NA
- (b) Source Selection:
- (c) Bids/Proposals Due:
- (d) Invitations Issued:
- (e) Number of Bids:
- (f) Proposals Received:
- (g) Bidders/Proponents:
- (h) Term of Contract:

4. Fund Account Center (Ex. Name and number):

Fund: _____ Account: _____ Center: _____

5. Source of Funds: *Example: Local Assistance Grant* NA

6. Fiscal Impact: Beltline development project funding will come from the funds generated by the Beltline Tax Allocation District.

Example: This legislation will result in a reduction in the amount of _____ to Fund Account Center Number _____.

7. Method of Cost Recovery: NA

Examples:

- a. ***Revenues generated from the permits required under this legislation will be used to fund the personnel needed to carry out the permitting process.***
- b. ***Money obtained from a local assistance grant will be used to cover the costs of this Summer Food Program.***

TRANSMITTAL FORM FOR LEGISLATION

TO: MAYOR'S OFFICE

ATTN: GREG PRIDGEON

Dept.'s Legislative Liaison: Garnett Brown

Contact Number: x6724

Originating Department: Planning and Community Development

Committee(s) of Purview: CDHR

Chief of Staff Deadline: January 14, 2009

Anticipated Committee Meeting Date(s): March 10, 2009

Anticipated Full Council Date: March 16, 2009

Legislative Counsel's Signature: _____

Commissioner Signature: _____

Chief Procurement Officer Signature: _____

CAPTION

AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE 2008 CITY OF ATLANTA STRATEGIC ACTION PLAN BY ADOPTING "ATLANTA BELTLINE MASTER PLAN SUB-AREA 7: NORTHSIDE/PEACHTREE/PIEDMONT"; AND FOR OTHER PURPOSES.

FINANCIAL IMPACT (if any): Not Applicable
Mayor's Staff Only

Received by CPO: _____
(date)

Received by LC from CPO: _____
(date)

Received by Mayor's Office: 1/14/09 AMC
(date)

Reviewed by: AMC 1/15/09
(date)

Submitted to Council: 1/15/09
(date)

[Handwritten initials]

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DOCUMENT(S),
MANNUAL(S)
OR
MAP(S)
NOT COPIED**